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SOURCE Newspapers as indicated.

IMPROVE PORT OPERATIONS;
STEP UP WORK ON 5 CARGO VESSELS

REDUCE LAYOVERS, UNLOADING TIME -- Polska Zbrojna, No 76, 17 Mar 50

The ports of Gdynia-Gdansk and Szczecin enter upon a new era, with management under one central authority as of 1 January 1950 and operation on a self-sustaining basis. With the rebuilding of port installations and organization of ocean transport services, the Gdynia-Gdansk complex has greatly expanded its transshipment capacity and reduced handling time. The organization, in 1948, of the workers' enterprise, Portorob, greatly increased workers' productivity. Portorob, organized on cooperative lines, handles all transshipment operations and insures steady employment and standardization of work.

Socialization of port services almost immediately increased productivity 30 percent. Systematic handling permits servicing a vessel immediately upon its arrival and handling time is shorter than in any other port in the world. Layovers have been reduced almost 50 percent. For instance, unloading time for 22,000 bales of cotton has been reduced from 11 to 5 days, the servicing of an average liner from 3 to 1-1/2 days, and unloading of 10,000 tons of ore from 7 to 3-1/2 days. Record unloading reached 5,000 tons every 20 hours, which is less than half the unloading time in western European countries. Required warehousing has been reduced from 44 to 21 days. These economies place Polish ports in a strong competitive position.

2 ALREADY LAUNCHED -- Ilustrowany Kurier Polski, No 73, 14 Mar 50

Work on the five general cargo vessels intended for service of short ocean routes has progressed notably because of individual and group pledges and systematization. A new method of building the hull by assembly of the individual sections in the factory and final assembly on the ship has been introduced and has proved practical and less expensive.

The sectional assembly method is also being used on the two new fishing trawlers which have been started. The first two trawlers of this series were launched last year.

- 1 -

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LAUNCH SS WARSZAWA -- Dziennik Zachodni, No 72, 13 Mar 50

On 11 March, the SS Warszawa was launched using a new launching system developed by Henryk Pawelczyk.

The Warszawa, a general cargo vessel of the Lewant type with a 4,000 ton displacement, was built entirely according to Polish design. It will be equipped with Polish-built motors.

VESSEL BEING REBUILT IN DENMARK -- Express Wieczorny, No 66, 7 Mar 50

One of the vessels sunk during war operations and newly named the Elblag is being rebuilt in Denmark, as the Polish shipyards are overburdened at present.

The Elblag, a cargo vessel of 1,500 dead-weight tons' capacity, has accommodations for four passengers. It will be scheduled on a regular overseas line as a general cargo vessel.

FOURTH COAL CARRIER READY -- Ilustrowany Kurier Polski, No 77, 18 Mar 50

The 1 Maja, the fourth coal and ore carrier made in Poland, is expected to be ready by 1 May 1950.

GAL TO CARRY FREIGHT TO EAST AFRICA -- Nachrichten fuer Aussenhandel, No 15, 22 Feb 50

The Gdynia-America Line (GAL) has made shipping contacts with India, Pakistan, the Far East, and Australia and will also carry cargo to the most important harbors of East Africa.

RESCUE VESSEL FOR POLISH WEST COAST -- Glos Wielkopolski, No 64, 6 Mar 50

The Szkwal, one of the two rescue vessels ordered from Sweden for the western and eastern seacoasts of Poland, has arrived in Swinoujscie, the rescue service base for the western seacoast.

The Szkwal, the first of its kind in Poland and one of the most modern in the Baltic, was built in the shipyards near Goetsborg. It is small, the size of a large cutter, and has a strong hull and powerful engines designed for rescue work, enabling it to operate easily in heavy seas. It made its maiden voyage home in a raging sea and showed excellent performance, arriving safe and undamaged. The crew of six are young but well-trained and experienced. Each can double in several operations, thus saving valuable space needed in rescue work.

The rescue equipment is modern. In addition to life belts, life-saving nets, individual rafts or floats, etc., the vessel is equipped to reach a distressed ship which cannot be approached directly by shooting a 250-meter lifeline aboard the distressed vessel over which the injured and others are evacuated.

POLISH, CZECH VESSELS OPERATE ON THE ODRA -- Express Wieczorny, No 71, 12 Mar 50

The economic results of the friendship and cooperation pact between Poland and Czechoslovakia can be seen in Szczecin.

- 2 -

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Polish and Czechoslovak tugs are working together in handling Polish and Czechoslovak goods on the Odra River. Cranes of Czechoslovak manufacture help load coal in the Port of Szczecin. Work on the Czechoslovak Wharf is nearing completion. A large warehouse will be built on this wharf to store Czechoslovak freight intended for export to overseas countries.

Odra River traffic has started early due to good weather and Czechoslovak vessels are loading freight for export through Szczecin. It is expected that the number of Czechoslovak vessels servicing the Odra will be increased. The Czechs will soon use the first Polish ferry to operate between Swinoujscie and Trelleborg.

SHIP'S ENGINE ROOM DESTROYED BY FIRE -- Polak, No 7, 16 Feb 50

Fire destroyed the engine room of the Stalowa Wola, recently employed in carrying shipments of arms and ammunition from Gdynia to Albania.

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- 3 -

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